

(2) For countries which accede to the 1966 Convention after April 21, 1968, a *new vessel* (foreign) shall be one whose keel is constructively laid 3 months or more after such date.

(b)-(c) [Reserved]

(d) As used in part 44 of this subchapter, for a vessel marked with load lines for special service on a coastwise or interisland voyage, the term *new vessel* means one whose keel is laid on or after September 28, 1937. (See § 44.01-20 of this subchapter.)

(e) As used in part 45 of this subchapter, for a vessel engaged solely on Great Lakes voyages, the term *new vessel* means one whose keel is laid on or after August 27, 1936. (See § 45.01-10 of this subchapter.)

(f) As used in part 46 of this subchapter, for a passenger vessel marked with subdivision load lines, the term *new vessel* means a vessel whose keel is laid or is converted to such service on or after May 26, 1965. (See § 46.05-25 of this subchapter.)

[CGFR 68-60, 33 FR 10051, July 12, 1968 as amended by CGD 80-120, 47 FR 5722, Feb. 8, 1982]

§ 42.05-55 Officer in Charge, Marine Inspection.

This term means any person from the civilian or military branch of the Coast Guard designated as such by the Commandant and who, under the superintendence and direction of the Coast Guard District Commander, is in charge of a marine inspection zone, and may supervise or perform the duties of a marine inspector.

[CGFR 68-60, 33 FR 10052, July 12, 1968]

§ 42.05-60 Recognized classification society.

The term *recognized classification society* means the American Bureau of Shipping or other classification society recognized by the Commandant, as provided in 46 U.S.C. 5107, and who also may be approved as a load line assigning and issuing authority.

[CGFR 68-60, 33 FR 10052, July 12, 1968, as amended by USCG-1998-4442, 63 FR 52190, Sept. 30, 1998]

§ 42.05-63 Ship(s) and vessel(s).

The terms *ship(s)* and *vessel(s)* are interchangeable or synonymous words, and include every description of watercraft, other than a seaplane on the water, used or capable of being used as a means of transportation on water.

[CGFR 68-126, 34 FR 9011, June 5, 1969]

§ 42.05-65 Surveyor.

The term *surveyor* means any person designated by the American Bureau of Shipping or other classification society recognized by the Commandant as the person who actually examines the vessel and/or materials associated with such examination, and who ascertains such vessel complies with applicable load line requirements.

[CGFR 68-60, 33 FR 10052, July 12, 1968]

Subpart 42.07—Control, Enforcement, and Rights of Appeal

§ 42.07-1 Load lines required.

(a) The vessels listed in §§ 42.03-5 and 42.03-10 as subject to the applicable requirements in this subchapter shall have load lines accurately marked amidships, port and starboard, as provided in this part 42 or the 1966 Convention, unless otherwise stated. Those vessels issued load line exemption certificates may not be required to have load line marks (see § 42.03-30).

(b) For vessels marked with international load lines and navigating the Great Lakes, such vessels are also subject to requirements in part 45 of this subchapter while on the Great Lakes. See § 45.9 of this subchapter for load line marks used by such vessels.

(c) For Great Lakes vessels operating solely on Great Lakes voyages, the requirements for the applicable load line marks are in part 45 of this subchapter. Great Lakes vessels when making other international or unlimited coastwise voyages shall comply with the applicable requirements in parts 42, 44, and 45 of this subchapter.

(d) For coastwise steam colliers, barges, and self-propelled barges in special services, the requirements for the applicable load line marks are in part

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44 of this subchapter. These requirements also include certain regulations governing such vessels when they additionally engage in Great Lakes voyages, international voyages or unlimited coastwise voyages. Load line requirements in this part 42 also apply to such vessels when engaged on international or unlimited coastwise voyages.

(e) Existing U.S.-flag vessels, as defined in § 42.05-30(a) of this chapter, engaged in international or coastwise voyages, may retain the load line assigned under previous regulations, provided:

(1) The vessel has not been assigned a reduced freeboard under the regulations in this part 42, and

(2) The form of the load line certificate issued to and carried on board the vessel conforms to the requirements of subpart 42.50 of this part or § 44.05-35 or § 46.10-30 of this chapter.

(f) This part applies to foreign vessels of countries—

(1) Signatory to or adhering to the 1966 Convention;

(2) Adhering to the 1930 Convention and not acceding to the 1966 Convention, or;

(3) Not adhering to either the 1930 Convention or the 1966 Convention but subject to the load line acts.

[CGFR 68-60, 33 FR 10052, July 12, 1968, as amended by CGFR 68-126, 34 FR 9011, June 5, 1969; CGD 73-49R, 38 FR 12290, May 10, 1973; CGD 80-120, 47 FR 5722, Feb. 8, 1982]

§ 42.07-5 Marks placed on vessel to indicate load lines.

(a) Load line marks to indicate the maximum amidship's draft to which a vessel can be lawfully submerged, in the various circumstances and seasons, shall be permanently marked on each side of the vessel in the form, manner, and location as required by this subchapter.

(b) The load line marks placed on a vessel shall be attested to by a valid load line certificate as required by § 42.07-45(b). The issuing authority shall not deliver any required load line certificate to the vessel until after its surveyor has ascertained that the vessel meets the applicable survey requirements and the correct placement of the

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marks on the vessel's sides has been confirmed.

(c) The requirements for load line marks apply to all new and existing vessels as specified in §§ 42.03-5 and 42.03-10, except when a vessel has been issued a load line exemption certificate in lieu of a load line certificate.

[CGFR 68-60, 33 FR 10052, July 12, 1968, as amended by CGFR 68-126, 34 FR 9012, June 5, 1969]

§ 42.07-10 Submergence of load line marks.

(a) Except as provided otherwise in this section, vessels of the types described in paragraphs (a)(1) through (a)(3) of this section shall not be so loaded as to submerge at any time when departing for a voyage by sea, or on the Great Lakes, or during the voyage, or on arrival, the applicable load lines marked on the sides of the vessel for the season of the year and the zone or area in which the vessel may be operating.

(1) Merchant vessels of 150 gross tons or over, as described in § 42.03-5 or § 42.03-10, and on voyages subject to 46 U.S.C. 5101-5116.

(2) All new vessels of 79 feet or over in length on voyages subject to the 1966 Convention.

(3) All vessels of 150 gross tons or over, other than merchant vessels covered by paragraph (a)(1) of this section, on voyages subject to the 1966 Convention.

(b) When loading a vessel in a favorable zone for a voyage on which the vessel will enter a less favorable zone, such allowances must be made that the vessel when crossing into the less favorable zone, will conform to the regulations and freeboard for the less favorable zone.

(c) When a vessel is in fresh water of unit density, the appropriate load line may be submerged by the amount of the fresh water allowance shown on the applicable load line certificate. Where the density is other than unity, an allowance shall be made proportional to the difference between 1.025 and the actual density. This paragraph does not apply to vessels when navigating the Great Lakes.

(d) When a vessel departs from a port situated on a river or inland waters,